

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

## INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)/USSR

DATE DISTR. 7 May 1951

SUBJECT Railroad Directorate Orders Freight  
Trains for Grain-Shuttling Service

NO. OF PAGES 2

PLACE  
ACQUIRED

25X1

NO. OF ENCLS.  
(LISTED BELOW)

25X1

DATE OF  
INFO.

25X1

SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50  
U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION  
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-  
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

- On 15 February 1951 the Soviet Zone Directorate General, Railroads, ordered that by 15 March all regional railroad headquarters together were to make available a total of 87 trains of 50 boxcars each. The cars, which had to be fit for transit operations, were to be used for the shipment of grain from the USSR to the Soviet zone of Germany. The Greifswald Regional Railroad Headquarters was ordered to supply 15 such trains.
- In mid-February the Rolling Stock Division of the Cottbus Regional Railroad Headquarters was ordered by Colonel Shvachko, Soviet control officer attached to the railroad headquarters, to make freight cars available for grain shipments from the USSR. The exact number of cars ordered could not be determined.
- During the period from 10 to 15 February 1951 the trains which had proceeded to Brest-Litovsk loaded with sugar, returned to Frankfurt/Oder loaded with grain. Previously these trains had returned empty. The grain was directed to the Leipzig area, allegedly to be processed in Saxon mills. This operation continues.
- On 28 and 29 February 1951 it was observed in Frankfurt/Oder that six to eight empty freight trains of from 90 to 100 axles each were dispatched daily from Frankfurt/Oder to Brest-Litovsk. The trains were to be used for grain shipments. A total of 27,800 tons of grain is supposed to be delivered by the USSR. \*

\* Comment. Such grain shuttle trains were previously observed in July and August 1950 for a period of four weeks. It has not been determined whether these grain shipments are earmarked for the army of occupation or for civilian consumption. From the number of cars to be made available for such shipments according to paragraph 1 of the present report, it can be inferred that a total of 65,000 tons of grain will be supplied, namely 87 trains of 750 tons each. However, in paragraph 4 of the present report a figure of 27,800 tons was expressly mentioned. This amount would require the employment of only 40 trains. It cannot be

CLASSIFICATION SECRET

25X1

STATE	<input checked="" type="checkbox"/> NAVY	<input type="checkbox"/> NSRB	DISTRIBUTION	
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI	<input checked="" type="checkbox"/> ORR	<input checked="" type="checkbox"/> Ev

Document No. 9

No Change in Class. ☐

☐ Declassified

Class. Changed To: TS S (C)

Auth.: HR 70-2

**CONFIDENTIAL**

25X1

CENTRAL INTELLIGENCE AGENCY

25X1

-2-

determined which of the two statements is correct. Reports of rail traffic at the Kuestrin-Kietz (O 53/V 66) and Frankfurt/Oder (O 53/V 63) border crossing points confirmed that grain shuttle trains were seen from mid-February to mid-March.

It has been determined that the grain trains were dispatched at the Soviet railroad stations of Gerdauen and Brust-Litovsk to Dresden, Leipzig, Eisenach, Rudolstadt, Zwickau, Wurzen, Niederwiesa, Riesa, Halle, Langensalza, Goeschwitz, Camburg, Cottbus, Berlin Ostbahnhof, and Berlin Osthafen. This indicates that most of the grain was directed to Saxony. By the end of March the operation appeared to be still under way.

**CONFIDENTIAL**

25X1